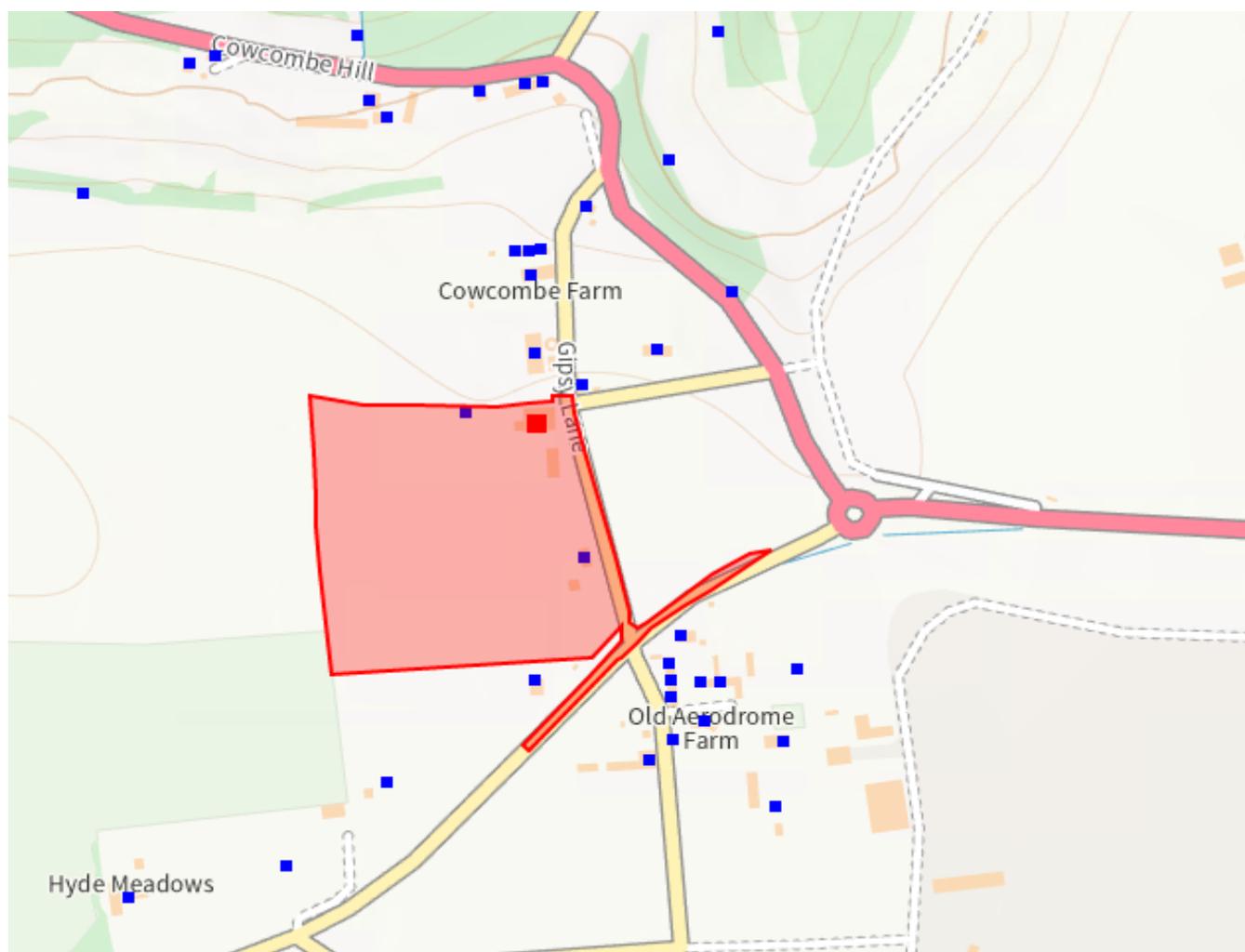




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| Item No: | 03 |
| Application No. | S.23/1250/FUL |
| Site Address | A T C Loudspeaker Technology Ltd, Gypsy Lane, Chalford, Stroud |
| Town/Parish | Minchinhampton Parish Council |
| Grid Reference | 390640,201949 |
| Application Type | Full Planning Application |
| Proposal | Redevelopment and expansion of existing employment site with new bespoke buildings (Eg) new access points and associated parking, landscaping, biodiversity enhancements and associated works. |
| Recommendation | Permission |
| Call in Request | Head of Development Management |





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|------------------------------|---|
| Applicant's Details | ATC C/o Ridge And Partners LLP, 3rd Floor, Regent House, Rodney Road, Cheltenham, GL50 1HX |
| Agent's Details | Mr Giles Brockbank Ridge And Partners LLP, 3rd Floor, Regent House, Rodney Road, Cheltenham, GL50 1HX |
| Case Officer | Ceri Porter |
| Application Validated | 19.06.2023 |
| | CONSULTEES |
| Comments Received | Biodiversity Team Environmental Health (E) Active Travel England Minchinhampton Parish Council Contaminated Land Officer (E) Cotswolds Conservation Board Public Rights Of Way Officer Biodiversity Team |
| Constraints | Aston Down Airfield Consultation Zones Area of Outstanding Natural Beauty Consult area Glos Centre Env Records - Species Kemble Airfield Hazard Neighbourhood Plan Minchinhampton Parish Council Affecting a Public Right of Way |
| | OFFICER'S REPORT |

REFERRAL TO DCC

This application has been referred to Development Control Committee by the Head of Development Management because the proposal seeks permission for major development in a protected landscape (AONB).

MAIN ISSUES

- Principle of development
 - National Policy for major development in a National Landscape (AONB)
 - Need for the development and scope for meeting need elsewhere
 - Landscape Impact
 - Minerals Safeguarding
 - Expansion of existing employment site within the countryside
- Design and appearance
- Residential Amenity
- Noise
- Highways
- Biodiversity
- Trees
- Drainage & Flood risk
- Sustainable Design & Construction



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- Other matters

DESCRIPTION OF SITE

The application site is located to the north of Cirencester Road and west of Gypsy Lane, on the eastern edge of the District. The site is accessed via Gypsy Lane.

Public Right of Way 'Bridleway Minchinhampton 121' runs along the northern boundary. Beyond the bridleway is a livery yard, beyond which is Cowcombe Farm, a residential property. To the northeast on the opposite side of Gypsy Lane is another residential property (The Bungalow). To the south is an equestrian building and fields.

Along the eastern edge of the site are 5 existing buildings arranged in a linear form. The buildings are owned and used by ATC (Acoustic Transducer Company) Loudspeakers and accommodate various stages of the production of audio equipment. In addition, there are temporary structures.

The existing buildings are mostly blockwork with corrugated roofs. There are currently four access points into the site. A field access close to the Cirencester Road junction, and 3 accesses for deliveries and parking for employees.

The application site is bounded by hedgerows with tree coverage. It includes the current operational site and the agricultural field to the west, also within the applicant's ownership.

The site is entirely within the Cotswolds National Landscape, formerly the Cotswolds Area of Outstanding Natural Beauty (AONB) and within a mineral safeguarding area as identified within the Minerals Local Plan.

Whilst the Cotswolds National Landscape is the new title for the designation, legislation and guidance currently still refers to AONB's. For the purpose of this report, the designation shall be referred to as the AONB.

PROPOSAL

Planning permission is sought for the redevelopment and expansion of the existing employment site (Use Class Eg) with the creation of new bespoke buildings, two new access points and associated parking, landscaping, biodiversity enhancements and associated works.

To ensure business continuity, the proposal is identified in a phased approach. The phasing also includes landscaping.

Phase 1 would involve the demolition of the two existing buildings to the southeast of the site and the construction of the goods in, production, storage and staff welfare building. This building would be an asymmetric T shape with the top of the T running along the eastern boundary, parallel with Gypsy Lane. As part of Phase 1 It is also proposed to construct a temporary 'Goods Out' building and yard as part of Phase 1 directly north of the phase 1 building. The largest section of the proposed landscaping to the south, east and west would form part of this phase.

Phase 2 would then see the demolition of the central building on site and the construction of a linear building to the north of Phase 1. The temporary 'Goods Out' building and yard would then be removed. Phase 2 landscaping would involve the courtyard area created and area immediately surrounding the phase 2 building.



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Phase 3 would then see the demolition of the final two buildings in the north eastern corner with the construction of the public facing building including Research and Development with the associated car parking. Landscaping for this phase would then include the final sections in the north east corner of the site and the attenuation pond.

The overall floor space proposed is 9,815sqm compared with 1,520sqm. The buildings would vary in height from approx. 9m high to the ridge on Phase 1, 10m to ridge for Phase 2 and for Phase 3, just over 11.5m high. The buildings would be set 1m down within the landscape.

REVISED DETAILS

Landscape and Visual Impact Assessment Addendum, Rappor, November 2023

Revised Design & Access Statement, Rappor November 2023

Associated revised layout plans received November 2023

Technical Note 02:- Transport Assessment Planning Application Ref: S.23/1250/FUL, Rappor, December 2023

Briefing Note: Ecology Response (Ecology Solutions, Oct 2023).

Updated Biodiversity Net Gain matrix

Additional revised drawings in respect of Phase 1 and Phase 2.

MATERIALS

Walls: Dry stack coursed rubble stone
Vertical timber cladding
Interlocking metal cladding
Corrugated metal cladding

Roof: Dark grey standing seam

REPRESENTATIONS

Statutory Consultees:

Cotswolds National Landscape Board (formerly Cotswolds Conservation Board) - Following an initial holding objection in July 2023 and the submission of revised landscaping and a reduction in the heights of buildings within the landscape, this holding objection has been removed and subject to landscaping being implemented early and agreement of a detailed lighting scheme, the scheme is considered acceptable.

Biodiversity Team - No ecological objection as updated landscaping plans and Biodiversity Gain Plan are provided and conditions recommended in respect of lighting, a landscape ecological management plan and complying with the submitted ecological assessment.

Minchinhampton Parish Council - Support. The council had received a presentation from the applicant some months ago and had been effectively forewarned about what was being proposed; the application is in line with that presentation. The council considers the applicant to be a high-quality employer and the attitude to staff welfare and wellbeing contained within the scheme is to be applauded. Whilst the scheme might be considered controversial within the AONB, on an open site, the council felt that the merits of consent outweighed concerns. Council noted that considerable attention had been paid to the quality of the landscaping to mitigate worries about the size of the building, but it is largely replacing existing structures with significantly superior construction. As a matter of principle, planting should exclude sycamores which could be



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detrimental to adjoining agricultural uses and would like to see conditions related to good management of the landscape proposed to ensure its long-term wellbeing. Additionally, council would seek a restriction preventing exiting traffic from being allowed to turn right onto the Cirencester Road, especially HGVs. That is to mitigate traffic volume pressure across the Common.

Gloucestershire County Council Minerals & Waste - No objection subject to conditions re: waste minimisation. No further comments. Following additional information and justification on mineral safeguarding no objection.

Public Rights of Way - This development does not appear to affect the nearby public right of way, however if there is any suggestion that it will, whether through a need for a temporary closure or permanent diversion then contact should be made with the PROW team at the earliest opportunity.

Lead Local Flood Authority - No objection. No conditions recommended.

Active Travel England - Recommend application of their standing advice in assessment of the proposal.

Environmental Health - . recommend conditions in respect of operating hours and lighting. In respect of noise, queries were raised regarding the assumption of operating hours (not operating outside 23-00 and 07.00 and what external equipment would be installed and what would operate outside those hours and consideration of the Rating Levels for external plant during night hours

Public:

Gloucestershire Local Enterprise Partnership - GLEP - Fully support the proposal from a global leader in audio technology. The proposal will provide significant economic and community benefits with additional jobs.

- 1 neutral comment has been received and is summarised as follows:
- Noise from site
- Question the size of the yard for future use
- loss of light to the bridle path and part of our horse yard next door
- footprint of building fragmented and taking up considerably more land within AONB than a standard rectangular building.
- The materials proposed on the walls look very good indeed but question viability
- Could roof materials be of a galvanised material similar to agricultural buildings within the area and more in keeping within AONB. Dark cladding can discolour over time.
- Location of surface water lagoon concerned that this could cause run off across the bridleway and our land.
- We would on the whole be in support of the proposed providing reasonable changes are included. We are all for local business and employment growth within the district. However, if reasonable consideration for our requirements are not given we would feel we would not be able to support such a change.

NATIONAL AND LOCAL PLANNING POLICIES

National Planning Policy Framework (NPPF)



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Available to view at: <https://www.gov.uk/government/publications/national-planning-policy-framework--2#history>

Stroud District Local Plan.

Policies together with the preamble text and associated supplementary planning documents are available to view on the Councils website:

https://www.stroud.gov.uk/media/1455/stroud-district-local-plan_november-2015_low-res_for-web.pdf

Local Plan policies considered for this application include:

- CP1 - Presumption in favour of sustainable development.
- CP2 - Strategic growth and development locations.
- CP3 - Settlement Hierarchy.
- CP4 - Place Making.
- CP5 - Environmental development principles for strategic growth.
- CP6 - Infrastructure and developer contributions.
- CP13 - Demand management and sustainable travel measures.
- CP14 - High quality sustainable development.
- CP15 - A quality living and working countryside.
- EI4 - Development on existing employment sites in the countryside.
- EI5 - Farm enterprises and diversification.
- EI12 - Promoting transport choice and accessibility.
- EI13 - Protecting and extending our cycle routes.
- EI16 - Provision of public transport facilities.
- ES1 - Sustainable construction and design.
- ES2 - Renewable or low carbon energy generation.
- ES3 - Maintaining quality of life within our environmental limits.
- ES4 - Water resources, quality and flood risk.
- ES5 - Air quality.
- ES6 - Providing for biodiversity and geodiversity.
- ES7 - Landscape character.
- ES8 - Trees, hedgerows and woodlands.

Mineral Local Plan for Gloucestershire (2020)

<https://www.gloucestershire.gov.uk/planning-and-environment/planning-policy/minerals/>
MS02 - Safeguarding mineral infrastructure

The proposal should also be considered against the guidance laid out in:
Stroud District Landscape Assessment SPG (2000)

Minchinhampton Neighbourhood Plan - Adopted July 2019

<https://www.minchinhampton-pc.gov.uk/neighbourhood-development-plan#:~:text=A%20Parish%20referendum%20regarding%20the,a%20vote%20in%20its%20favor>

- MP Env 1 Landscape Conservation
- MP Env 3 Nature Conservation



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|----------------|--|
| MP Dev 1 | New Development |
| MP Emp 1 | Business and Employment |
| MP Traffic 1 | Transport Statements |
| MP Traffic 2 | Traffic Movement Improvement |
| MP Transport 2 | Safe and Convenient Walking/Cycling Routes |
| MP Parking 1 | Parking Facilities |
| MP Parking 2 | Off Street Parking |

APPRAISAL

PRINCIPLE OF DEVELOPMENT

National Policy for major development in the Cotswolds National Landscape (AONB)

The site is located entirely within the AONB where great weight should be given to conserving and enhancing the landscape. It is considered that the proposal constitutes major development, based on the definition contained in footnote 64 of the NPPF, by virtue of its nature, scale and setting, and its potential to have a significant adverse impact on the purpose of conserving and enhancing the natural beauty of AONB.

Paragraph 183 sets out the assessments that must be undertaken when considering applications for major development in such landscapes. These are:

- a) The need for the development, including in terms of any national considerations and the impact of permitting it, or refusing it, upon the local economy.
- b) The cost of, and scope for, developing outside the designated area, or meeting the need for it in some other way.
- c) Any detrimental effect on the environment, the landscape and recreational opportunities, and the extent to which that could be moderated.

The first test for this proposal is therefore whether it meets the exceptional requirements of paragraph 183. The decision maker should not simply weigh all material considerations in a balance as a standard but should refuse planning permission unless satisfied that exceptional circumstances apply, and that the development would be in the public interest. The need for the development in this location and the cost or scope of developing outside the National Landscape must therefore be firstly established as a principle before all other assessments.

Need for the development and scope for meeting need elsewhere

ATC was founded in London in 1974 but has been based in Stroud since 1985. It produces loudspeaker drive units and complete sound reproduction systems, including the relevant electronic equipment. All systems and components are designed and built in-house. It is an exemplar of British engineering and internationally renowned in elite music and film production circles. In the last five years, the company turnover has increased from £4 million to £11.5 million and staff numbers correspondingly increased from 29 to 91 with over 90% of ATC's 180+ suppliers are UK based.

ATC has seen consistent growth over the past ten years, and this accelerated following the drop in value of sterling following the vote for Brexit. At that time the order book tripled, and it has taken



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the following seven years to build the infrastructure in the company to manage the international demand for the product. ATC has therefore expanded its production capacity to, and beyond, the limit of the current facilities with the addition of mezzanine floors in the existing buildings, extensions and temporary buildings. These have all been costly and due to the limitation of space have always involved compromise and a reduction in efficiency.

The submission sets out that further production and warehousing space has been a necessity for a number of years to allow the personnel needed to enable the business to meet demand, grow, and importantly maintain momentum in the international market by keeping lead times acceptable to customers. Lead times have suffered that presents a risk going forward with patience from the customer base being based on brand loyalty to date.

The supporting documentation sets out the ATC Loudspeakers status as a world leading name within its industry, its status as a local employer, the recent growth of the business as well as the limitations of the site in its current form. The application provides extensive detail on the business background and highlights the acknowledgement within the current Local Plan that there are too few jobs within Stroud District to meet the needs of the local workforce.

In terms of being a world renown business, it is understood that ATC is the only company in the United Kingdom to manufacture all its components in-house and is only one of three in the whole world to provide monitors to the main recording studios. The proposal is supported by a list of world famous and worldwide based clients that have included Supertramp, Pink Floyd, Dire Straits, Bruce Springsteen, Coldplay, J-zee, Sydney Opera House and Abbey Road Studios.

The proposal is supported by an 'Assessment of Alternative Sites' document that reviews other sites within the district including:

- the Aston Down site;
- existing employment sites within the district as identified in the current Local Plan;
- allocations within the existing Local Plan; and,
- proposed allocations within the emerging Local Plan.

This assessment cross referenced the sites against the requirements of ATC for adequate floorspace, sufficient space to separate the different processes, proximity to its skilled workforce, sustainability and brand identity. Officers are satisfied that the methodology is acceptable.

A standard B2/B8 building would not be appropriate for the bespoke business operations and through a process of elimination, the assessment concludes that the existing site represents the most suitable location.

The business also currently includes a cabinet factory in Evesham, Worcestershire. This was acquired in July 2019 because a supplier went into administration. Bringing cabinet making in-house has always been the plan for ATC but this opportunity came earlier than anticipated and not in a planned way. Cabinet making is the last part of the manufacturing process not carried out by ATC and has grown to be a key part of the business, providing additional flexibility and control for the business. There are significant business and environmental costs involved in transporting loudspeaker cabinets, the largest component of any loudspeaker, from Evesham multiple times



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a week. There are huge efficiency and productivity benefits in having all aspects of production at one location, so that manufacturing can work optimally with minimal environmental impact.

In terms of future growth, the submission states that increased production capacity would allow for the opportunity to increase the overall number of people employed by ATC. Conservative growth predictions of 5% per year for the next eleven years see a turnover of approximately £20 million and mean the company would need to employ approximately 150 people. The opportunity to remain at their current premises in Aston Down and within Stroud District means that the company would be able to retain existing skills and job security within the local population. Additional employment growth can only benefit the local economy further.

Working logically through the requirements of NPPF Paragraph 183, it is considered that, in this instance, the need for the development and the impact on the local economy were the business to be lost to the district have been adequately demonstrated to allow the principle of major development in a designated AONB to be considered.

Landscape Impact

Paragraphs 180 and 182 of the NPPF provide the highest status of protection for the landscape and scenic beauty of AONBs.

Paragraph 180 states that planning decisions should both contribute to and enhance the natural environment by protecting and enhancing valued landscapes in a manner commensurate with their statutory status or identified quality in the development plan.

Paragraph 182 continues that 'great weight' to be given to the conservation and enhancement of the landscape and scenic beauty of AONBs. Whilst paragraph 183(c) requires assessment of any detrimental effect on the environment, the landscape and recreational opportunities, and the extent to which that could be moderated.

The site is located within a protected landscape AONB and the proposal has potential to result in more intrusive development than that established by the current baseline.

The site as it currently stands does not contribute strongly to, or clearly exhibit many of the identified special qualities of, the AONB. The local landscape character at this point is strongly influenced by the development at Aston Down and the A419.

The applicant has worked closely with the Cotswolds Conservation Board (CCB) in establishing viewpoints for the submitted Landscape Visual Impact Assessment (LVIA). Overall, the LVIA assesses that the proposals would be limited to mainly minor adverse or negligible effects once the proposed planting landscaping has established at year 15. However, two viewpoints raised concern.

Viewpoint 16 is located to the northwest of the site on the adjacent bridleway and was assessed within the LVIA as being a highly sensitive viewpoint with a major adverse effect from this point and along bridleway 121. The proposed buildings would be prominent and represent an addition to the view where almost all of the existing Aston Down development is not visible, even at year 15.



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Viewpoint 3 on the A419 when approaching the site from the east (Cirencester) direction was assessed in the LVIA as having a minor beneficial effect by year 15. This assessment was challenged.

In response to the concerns raised regarding these two viewpoints, the proposal has been modified. The height of the proposed Phase 1 and 2 buildings has been reduced, the materials reviewed to appear more recessive in the landscape and planting density increased along Gypsy Lane in terms of number and size. The phasing of the landscaping is also specified with Phase 1 planting including the south, east and west areas of the site to ensure establishment early in the development.

The landscaping planting strategy includes the use of native tree planting, almost 3ha of wildflower meadow covering the majority of the western half of the site and orchard tree planting. The boundaries would be supplemented with additional planting. No sycamore trees are proposed.

Based on the revisions as illustrated within the LVIA and the proposed development following a phased approach to landscaping, officers are satisfied that any detrimental impact of the proposal would be moderated.

Expansion of existing employment site within the countryside

Having established that the proposal meets the requirements of paragraph 182 of the NPPF, it is necessary to assess the proposal against all other material planning considerations. In terms of the principle of development outside defined settlement development boundaries, the Council recognises the importance of sustainable economic development to the rural economy and the role of established enterprises in these rural areas. Some weight must therefore be given to the benefits of the extension and intensification of existing sites.

Policy EI4 of the Local Plan refers to development on existing employment sites within the countryside. The policy supports the extension of buildings and the provision of new buildings, including infilling between existing buildings, provided that:

- 1. The proposal facilitates the retention or growth of local employment opportunity*
- 2. The proposal would not cause an unacceptable visual impact on the local character in terms of its siting, scale, materials or site coverage*
- 3. There are no suitable alternative buildings or sites that can be used adjacent to the site or locality*
- 4. The proposal can avoid harm to local amenities and adjoining land uses*
- 5. The proposal would not generate significant traffic movement and volume that would lead to unacceptable environmental impacts or detriment to road safety.*

Proposals will be expected to include measures to secure environmental improvements such as landscaping, enhancing biodiversity and incorporating SuDS.



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It is considered that the proposal meets criteria 1 and 3 in terms of meeting a growth need and establishing that there are no alternatives available. As established under the earlier Landscape Impact section, the proposal would not cause an unacceptable visual impact. The siting, scale, materials and site coverage are considered in the 'Design and Appearance' section below. Subject to this being acceptable and meeting the remaining criteria as discussed within the material considerations that follow, the proposal would be considered to accord with policy E14.

Minerals Safeguarding

The site is located within a mineral safeguarding area as defined within the Local Minerals Plan. Policy MS02 refers to the safeguarding mineral infrastructure and states:

Non-mineral developments located on / or adjoining a safeguarded mineral infrastructure site will not be permitted unless:

- I. the risk of incompatibility with current and future mineral-related operations is sufficiently mitigated or avoided; or*
- II. there is no longer a requirement to safeguard the site for mineral infrastructure purposes to support the supply of minerals serving Gloucestershire and beyond; or*
- III. a suitable replacement mineral infrastructure site has been identified and permitted; or*
- IV. the overriding need for the development outweighs the desirability to safeguard mineral infrastructure.*

It is important to note that a large proportion of the district is located in a mineral safeguarding zone therefore safeguarding all such areas from future development is prohibitive for growth within the district. The policy is worded such that it does allow for development within mineral safeguarding areas where an overriding need for development outweighs the desirability to safeguard minerals.

In this instance, the overriding need for the development has been established earlier in this report and the business already operates at this location and has carried out a search for appropriate alternative sites within the district.

Furthermore, a sufficient supply of minerals to meet the needs of the County over and beyond the current plan period is provided through the existing and expansion of current quarries.

Taking this into account in combination with the emphasis within the NPPF at paragraph 217 to avoid, wherever possible, the creation of new mineral extraction sites within the AONB, officers consider the proposal adequately addresses mineral safeguarding.

DESIGN AND APPEARANCE

The design of the scheme has been landscape led and has evolved to reflect the form of a farmstead through phases 1 and 2 with linear buildings, akin to barns, forming courtyards. The linear forms proposed replicate the production processes carried out within them. Phase 3 is then more a 'farmhouse' building with greater domestic proportions and scale.

The Phase 1 and 2 buildings have been reduced in height to mitigate landscape impact. They sit 1m below the ground level, within the landscape and the LVIA visuals for years 1 and 15 are considered acceptable.



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The choice of materials is key to the proposed development sitting relatively quietly within the landscape. Muted natural materials of dry stack coursed stone walling and vertical timber cladding are proposed to be supplemented with aluminium profile cladding and small sections of corrugated metal cladding. The proportion of mix of materials would vary across the development depending on the function of the building however the repetition of materials and pattern would provide a cohesion to the development. This includes the use of timber fins for detailing and the provision of solar shading throughout the site.

The public comment has been received regarding the use of galvanised material for roofing rather than the dark cladding because it can discolour is noted. All materials weather however a galvanised roof would be better suited to an urban setting and the dark colour is considered more visually acceptable and would appear recessive in the landscape.

Subject to agreeing samples of materials and the timber being left untreated, the proposed materials are considered acceptable.

As the site is within a protected landscape, permitted development rights for extensions and alterations are restricted and removal of such rights would be unnecessary.

RESIDENTIAL AMENITY

To the north eastern corner of the site on the opposite side of the road is a residential property known as 'The Bungalow'. In terms of the proposal appearing overbearing or resulting in loss of light or privacy, given the location of the proposed buildings it would be unlikely that there would be any detrimental impact.

Comments have been received from the owner of the livery yard to the north of the site and concerns raised regarding loss of light to the bridleway and livery yard.

The existing building at the north of the site, albeit lower than proposed, sits parallel and close to the northern boundary with the bridleway and the livery yard beyond.

The closest proposed building to the livery yard would be the 'Display Area and Workshop'. This would be located away from the boundary, set at an angle, and would be 10m at its closest to the boundary and 17m at its furthest. Given the proposed orientation, separation distance and intervening tree line, the impact of detrimental overshadowing of the bridleway and livery yard would be limited.

The proposal seeks to minimise the impact on neighbouring occupiers in terms of traffic movements. All HGV movements would be directed through the southern entrance of the site closest to Cirencester Road and staff parking would be located to the south of the site. The submitted Travel Plan seeks to ensure that traffic turns right out of the site, to limit the amount of traffic heading north on Gypsy Lane.

NOISE

Paragraph 191 of the NPPF seeks to avoid noise pollution and should mitigate and reduce to a minimum any potential adverse effects from new development. Policies CP14 and ES3 of the Local Plan reinforce this requirement.



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The application is supported by a Noise Impact Assessment (rappor, March 2023), the scope of which was agreed with Environmental Health. This assessed the baseline level from two points between the hours of 07.00 and 23.00 hours.

The assessment essentially concludes a background daytime sound level of 40dB with predicted noise levels from internal operations and traffic movements at least 10dB beneath this.

Environmental Health reviewed the proposal and queried the hours of operation and details of the external plant. In respect of out of hours, the business does not intend to operate outside of the hours assessed but would not wish to be tied by hours of operation.

All external plant specification is not known (this would be established at the detailed design stage) therefore it is proposed to ensure that design limits are specified to ensure the rating level does not exceed the representative background level. The assessment does not include hours between 23:00 and 07:00 therefore to ensure appropriate noise levels from the site are secured throughout 24 hours, a condition is recommended that requires the specification of all external plant and equipment to be submitted for agreement prior to installation.

HIGHWAYS

There are currently three access points into the site for deliveries and employee parking and a field access close to the Cirencester Road junction.

The scheme proposes to slightly widen the first 30 metres of Gypsy Lane leading north to the main parking area. In addition, three passing bays are proposed on Gypsy Lane between the southern and northern entrances to the site, a distance of approximately 115m. The Highway Authority considers this to be sufficient to allow a vehicle ample opportunity to enter a passing bay in the event of approaching or exiting the northern site access. Appropriate intervisibility between passing bays and the site access points can be achieved with adequate cutback of vegetation on the western side of Gypsy Lane that would be recommended as a condition. It is also proposed to provide the appropriate visibility splays to the northern and southern accesses to the site.

The submitted Transport Assessment (considering the adopted parking standards and future company projections) indicate demand for approximately 147 car parking spaces. Of these, 10 accessible spaces are proposed, plus a total of 15 EV charging points.

Three passing bays would be included in the proposal between the southern and northern site access points. This is considered sufficient to allow a vehicle ample opportunity to enter a passing bay in the event of approaching or exiting the northern site access. Appropriate intervisibility between passing bays and the site access points could be achieved.

Weight/loading restriction signs would be required between the northern and southern access points to ensure that no HGVs travel beyond the southern access. Appropriate signage would also be required along Gypsy Lane to ensure that no vehicles turn left and travel northbound along Gypsy Lane which is very narrow in nature beyond this point.



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Swept path analysis has been provided for both the Gypsy Lane/Cirencester Road junction (based on the minor improvements) and the southern site access and the Highway Authority is satisfied that this covers highway safety concerns.

A Travel Plan (TP) accompanies the proposal. The TP includes monitoring and review of the development as it proceeds to ensure that measures and targets remain appropriate and are being achieved. The Highway Authority would require monitoring the Travel Plan for a period of 10 years however the submitted Travel Plan only refers to 5 years monitoring. A condition is therefore recommended for the submission of a revised TP including the method of monitoring to be agreed.

Subject to the conditions recommended officers are satisfied that the proposal is acceptable in highway terms.

BIODIVERSITY

The application is supported by an ecological assessment (Ecology Solutions, April 2023) and a Briefing Note: Ecology Response (Ecology Solutions, Oct 2023). The proposal is also supported by a Biodiversity Net Gain (BNG) Assessment.

Policy ES6 of the Local Plan seeks for all new development to conserve and enhance the natural environment. In this instance, the existing habitats have identified as having limited ecological value and there are no protected species issues. No evidence of roosting bats was found in the existing buildings.

The proposal includes extensive tree planting, wildflower grassland, attenuation features, native trees, and hedgerows. It must be noted that BNG is not a statutory requirement for applications submitted before 12th February 2024. Notwithstanding this, the BNG metric submitted with the proposal identifies a net gain of 126.82%. It is considered that this represents a substantial net gain in biodiversity for the site.

Subject to conditions ensuring that work is carried out in accordance with the recommendations of the ecology appraisal and the submission of a Landscape and Ecological Management Plan (LEMP), officer consider the proposal to meet policy requirements.

TREES

An Arboricultural Survey, Impact Assessment and Protection Plan has been carried out to inform and support the proposal (MHP Arboricultural Consultants, v3, 19.04.2023).

No high-quality trees or veterans were noted at the site. Whilst there would be some removal of trees within the site, no significant specimens would be removed as a result of the proposal.

Tree protection measures can be put in place to ensure that construction works will not result in damage to the retained trees and a condition is recommended accordingly. The scheme includes a comprehensive landscaping plan with new tree planting that would enhance the arboricultural quality of the site. To ensure protection, a condition is recommended to ensure compliance with the Tree Protection Plan and a method statement to include the timing of installation.

Overall, officers consider the impact upon trees to be acceptable.



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DRAINAGE & FLOOD RISK

Policy CP14 (2, 3 and 4) supports development where there is no increased risk of flooding on or off site. The proposed scheme includes the provision of sustainable drainage systems (SuDs). The importance of SuDs is emphasised within policy CP11(5) and policy ES4 that requires SuDs to be utilised in accordance with national standards.

The site is located in Flood Zone 1 however given the site area, a site specific flood risk assessment has been submitted to demonstrate that the proposal would not result in an increase of flood risk elsewhere.

A Drainage Strategy has been prepared to support the planning application. This proposes an extensive Sustainable drainage system using infiltration to dispose of surface run off. Analysis of the proposed drainage system demonstrates capacity for a 100yr rainfall event plus 40% climate change allowance. An infiltration basin is proposed for the northwest of the site, where tanks beneath the car park would drain to.

Concern regarding the location of the basin is noted however the Lead Local Flood Authority has reviewed the submission and is content with the strategy and design.

SUSTAINABLE DESIGN & CONSTRUCTION

Policy ES1 sets out that sustainable design and construction will be integral to new development in Stroud District. Furthermore, policy CP11(4) emphasises the importance of using sustainable construction techniques and provide for renewable or low carbon energy sources. CP14(1) considers sustainable construction techniques.

A document outlining the 'Sustainability Approach' has been submitted with the proposal. Reviewing the submission, it is clear that sustainability has been incorporated throughout the design. The building fabric has been designed in line with best practice guidance for achieving net zero carbon operational energy and with the intention to operate with maximum energy efficiency. A combination of PV panels on the roof and Air Source Heat Pumps is proposed as the optimum arrangement for generating renewable energy.

Overall, the buildings would make a positive contribution in respect of the sustainable construction and renewable energy generation objectives of Policies ES1 and ES2 of the Stroud District Local Plan. The development would also include provision for cycle parking and facilities for electric vehicle charging on site.

In accordance with Gloucestershire Waste Core Strategy: Core Policy WCS2 - Waste Reduction and adopted Minerals Local Plan conditions are recommended in respect of how demolition/construction waste would be dealt with and how waste / recycling would be managed during occupation of the site.

OTHER MATTERS

The proposal represents an exceptional major form of development within the AONB and in the open countryside. Whilst the proposal is expanding an existing employment site, it is the nature and operation of the business that is demonstrating the need to be in this location. The proposal is considered by the Local Planning Authority to fall within Use Class Eg as a mix of industrial process, research and development and offices.



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Under permitted development, uses can change within Class E to other commercial, business and service uses without the benefit of planning permission. Given the location of the site and the operator, the Local Planning Authority would wish to ensure the future use of the site is controlled therefore a condition restricting permitted development rights for changes of use is recommended.

REVIEW OF CONSULTATION RESPONSES

It is considered that the responses raised have been covered within the main body of the report.

CONCLUSION & PLANNING BALANCE

The proposed development is located within the AONB where the NPPF requires that 'great weight' should be attributed to its enhancement and conservation. This implies the highest level of protection and there is a presumption against 'major development' (in the context of the AONB definition) subject to meeting certain criteria.

It is agreed that the proposal represents major development within the countryside as defined by footnote 64 of the NPPF and at the outset the proposal has sought to demonstrate that it meets the exceptional criteria of paragraph 183 of the NPPF as a unique company within the United Kingdom with a need for the development to be at this location within the district. Officers are satisfied that the proposal meets the exceptional requirements for such development with economic and community public benefits.

With the use of appropriate landscaping, established early in the scheme, it has been demonstrated that the detrimental impacts of the scheme can be moderated so as to not give rise to significant adverse impact on the landscape and scenic beauty of the AONB. As such neutral weight has been afforded.

Economically, the proposal would secure the future of an exemplar manufacturing business within the district and generate a projected 50 additional jobs. This is given significant weight.

In terms of biodiversity, the proposal represents an enhancement to the existing habitat and raises no protected species issues. This is given moderate weight.

In respect of accessibility and highway impact, officers are satisfied that the development can be adequately mitigated and that measures can be introduced that will ensure that a choice of transport modes can be provided through implementation of the Travel Plan.

Overall, officers consider that the benefits together with the moderating characteristics of the development and site are sufficient to outweigh the identified harm to the character of the AONB. On this basis, officers recommend approval subject to the conditions set out.

RECOMMENDATION

Given the above, it is considered that the proposal complies with the relevant adopted Local Plan policies, and it is therefore recommended for permission subject to conditions.



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HUMAN RIGHTS

In compiling this recommendation we have given full consideration to all aspects of the Human Rights Act 1998 in relation to the applicant and/or the occupiers of any neighbouring or affected properties. In particular regard has been had to Article 8 of the ECHR (Right to Respect for private and family life) and the requirement to ensure that any interference with the right in this Article is both permissible and proportionate. On analysing the issues raised by the application no particular matters, other than those referred to in this report, warranted any different action to that recommended.

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| Subject to the following conditions: | <ol style="list-style-type: none">The development hereby permitted shall be begun before the expiration of three years from the date of this permission. Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.Approved Plans The development hereby approved shall be implemented strictly in accordance with the plans listed below; P01001 B - Site Location Plan – Received 19.06.2023 P01003 C - Proposed Site Plan – Received 06.11.2023 P01004 F - Proposed Site Plan (Phasing) – Received 06.11.2023 P01006 D - Proposed Phase 1 Site Plan – Received 06.11.2023 P01007 D - Proposed Phase 2 Site Plan – Received 06.11.2023 P01008 D - Proposed Phase 3 Site Plan – Received 06.11.2023 P01009 D - Proposed Phase 1 Floor Plans – Received 19.06.2023 P01010 E - Proposed Phase 1 Roof Plan – Received 06.11.2023 P01011 B - Proposed Phase 2 adaptations to Phase 1 – Received 19.06.2023 P01012 B - Proposed Phase 2 Floor Plans – Received 19.06.2023 P01013 D - Proposed Phase 2 Roof Plan – Received 06.11.2023 P01014 C - Proposed Phase 3 Arrivals and R&D Ground Floor Plan – Received 19.06.2023 P01015 C - Proposed Phase 3 Arrivals and R&D First Floor Plan – Received 19.06.2023 P01016 C - Proposed Phase 3 Arrivals and R&D Roof Plan – Received 19.06.2023 P01017 B - Proposed Phase 3 Display and Workshop Bldg – Received 19.06.2023. P01018 A Proposed Phase 1 Temporary Goods Out Building – Received 19.06.2023 P02001 F - Proposed Phase 1 Elevations – Received 06.11.2023 P02002 D - Proposed Phase 2 Elevations – Received 06.11.2023 P02003 C - Proposed Phase 3 Elevations 1of2 – Received 19.06.2023 P02004 B - Proposed Phase 3 Elevations 2of2 – Received 19.06.2023 P03001 D - Proposed Phase 1 Building Sections - Received 19.06.2023 P03002 C - Proposed Phase 2 Building Sections - Received 19.06.2023 |
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P02003 C - Proposed Phase 3 Elevations 1of2 - Received 19.06.2023
P02004 B Proposed Phase 3 Elevations 2of2 - Received 19.06.2023
P03003 C - Proposed Phase 3 Building Sections – Received 06.11.2023
P03004 C - Proposed Site Sections – Received 06.11.2023
L-2000 Rev P06 – Landscape Masterplan – Received 06.11.2023
L-2700 Rev P06 – Landscape Phasing Plan – Received 06.11.2023
L-2001 Rev P03 – Coloured Landscape Masterplan – Received 06.11.2023
L-2100 Rev P03 – General Arrangement – Received 06.11.2023
L-4000 Rev P05 – Planting Strategy – Received 06.11.2023
GA C 1001 P01 – Drainage Layout – Received 19.06.2023
Technical Note 02: Transport Assessment, Rappor, December 2023 – Received 18.12.2023

Reason: To ensure that the development is carried out in accordance with the approved plans.

3. **Tree Protection & Method Statement – Pre-commencement**

No development shall take place until an arboricultural method statement (AMS) has been submitted to and approved by the Local Planning Authority. The AMS shall include the timing of all tree protection measures as identified on plan 22154.502 B contained within the Arboricultural Survey, Impact Assessment and Protection Plan (MHP Arboricultural Consultants, v3, 19.04.2023), details of temporary ground protection measures where access and working space is needed outside the tree protection fencing but within the root protection area of any tree and details of how the tree protection measures will be monitored by the site manager.

The agreed AMS and tree protection measures shall be implemented in accordance with the approved details.

Reason: The condition is required to be pre-commencement to safeguard the retained/ protected tree(s) in this protected landscape in accordance with Stroud District Council Local Plan Policy ES8.

4. **Waste Minimisation during construction – pre-commencement**

No development shall commence until a detailed site waste management plan or equivalent has been submitted to and approved in writing by the local planning authority. The detailed site waste management plan must identify: - the specific types and amount of waste materials forecast to be generated from the development during site preparation & demolition and construction phases; and the specific measures that will be employed for dealing with this material so as to: - minimise its creation, maximise the amount of re-use and recycling on-site; maximise the amount of off-site recycling of any wastes that are unusable on-site; and reduce the overall amount of waste sent to landfill. In addition, the detailed site waste management plan must also set out the proposed proportions of recycled



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content that will be used in construction materials. The detailed site waste management plan shall be fully implemented as approved.

Reason: This condition is required to be pre-commencement to ensure the effective implementation of waste minimisation and resource efficiency measures in accordance with adopted Gloucestershire Waste Core Strategy: Core Policy WCS2 – Waste Reduction and adopted Minerals Local Plan for Gloucestershire Policy SR01.

5. **Phase 1 Landscaping**

Phase 1 of the landscaping as identified on Phasing Plan L-2700 Rev P06 shall be implemented in accordance with the approved Landscape Masterplan drawing L-2000 P06 and planting strategy drawing L-4000 Rev P05 so that planting is carried out no later than the first planting season following the occupation of the Phase 1 building(s) or the completion of the development whichever is the sooner. All planted materials shall be maintained for ten years and any trees or plants removed, dying, being damaged or becoming diseased within that period shall be replaced in the next planting season with others of similar size and species to those originally required to be planted unless the council gives written consent to any variation.

For the avoidance of doubt, planting strategy drawing L-4000 Rev P05 is considered to be the detailed design for the purposes of this condition.

Reason: To protect and enhance the character of the site and the area, and to ensure its appearance is satisfactory.

6. **Phase 2 Landscaping**

Phase 2 of the landscaping as identified on Phasing Plan L-2700 Rev P06 shall be implemented in accordance with the approved Landscape Masterplan drawing L-2000 P06 and planting strategy drawing L-4000 Rev P05 so that planting is carried out no later than the first planting season following the occupation of the Phase 2 building(s) or the completion of the development whichever is the sooner. All planted materials shall be maintained for ten years and any trees or plants removed, dying, being damaged or becoming diseased within that period shall be replaced in the next planting season with others of similar size and species to those originally required to be planted unless the council gives written consent to any variation.

For the avoidance of doubt, planting strategy drawing L-4000 Rev P05 is considered to be the detailed design for the purposes of this condition.

Reason: To protect and enhance the character of the site and the area, and to ensure its appearance is satisfactory.



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7. **Phase 3 Landscaping**

Phase 3 of the landscaping as identified on Phasing Plan L-2700 Rev P06 shall be implemented in accordance with the approved Landscape Masterplan drawing L-2000 P06 and planting strategy drawing L-4000 Rev P05 so that planting is carried out no later than the first planting season following the occupation of the Phase 3 building(s) or the completion of the development whichever is the sooner. All planted materials shall be maintained for ten years and any trees or plants removed, dying, being damaged or becoming diseased within that period shall be replaced in the next planting season with others of similar size and species to those originally required to be planted unless the council gives written consent to any variation.

For the avoidance of doubt, planting strategy drawing L-4000 Rev P05 is considered to be the detailed design for the purposes of this condition.

Reason: To protect and enhance the character of the site and the area, and to ensure its appearance is satisfactory.

8. **Lighting**

Notwithstanding the submitted external lighting layout drawing, prior to installation, a detailed Lighting Impact Assessment and comprehensive strategy for lighting at the site shall be submitted to and agreed by the Local Planning Authority. The strategy will:

- a) identify the areas/features on site that are particularly sensitive for foraging bats;
- b) show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their commuter route.

The external lighting shall then be installed in accordance with the agreed scheme specifications and location and complied with for the lifetime of the development.

Reason: To mitigate any adverse impact and ensure that all lighting meets the standards to preserve the dark skies and landscape character of the Cotswolds National Landscape and to protect and enhance the site for biodiversity in accordance with paragraph 174 of the National Planning Policy Framework, Policy ES6 of the Stroud District Local Plan 2015 and in order for the Council to comply with Section 40 of the Natural Environment and Rural Communities Act 2006.

9. **Materials**

Prior to installation samples of all external materials including hard landscaping and boundary treatments to be used in the construction works shall be submitted to and approved by the Local Planning



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Authority. Development shall then only be carried out in accordance with the approved details.

Reason: In the interests of the visual amenities of the area.

10. **Timber treatment**

The timber cladding for the development hereby approved shall not be treated, oiled or stained and shall be maintained as such thereafter.

Reason: In the interests of the visual amenities of the area.

11. **Biodiversity - In accordance with Ecological Assessment**

All works shall be carried out in full accordance with the recommendations contained in the Ecological Assessment by Ecology Solutions (April 2023) already submitted with the planning application and agreed in principle with the local planning authority prior to determination.

Reason: To protect and enhance the site for biodiversity in accordance with paragraph 174 of the National Planning Policy Framework, Policy ES6 of the Stroud District Local Plan 2015 and in order for the Council to comply with Section 40 of the Natural Environment and Rural Communities Act 2006.

12. **Biodiversity – LEMP**

Prior to first occupation of the development a Landscape and Ecological (Biodiversity Gain) Management Plan (LEMP) shall be submitted to, and be approved in writing by, the Local Planning Authority. The content of the LEMP shall include the following:

- a) Description and evaluation of the features to be managed.
- b) Aims and objectives of management
- c) Appropriate management options for achieving aims and objectives
- d) Preparation of work schedule (including an annual work plan capable of being rolled forward over a 30-year period)
- e) Ongoing monitoring and remedial measures.

Reason: To protect and enhance the site for biodiversity in accordance with paragraph 174 of the National Planning Policy Framework, Policy ES6 of the Stroud District Local Plan 2015 and in order for the Council to comply with Section 40 of the Natural Environment and Rural Communities Act 2006.

13. **Waste minimisation during occupation**

Prior to occupation of Phase 3 full details of the provision made for facilitating the management and recycling of waste generated during occupation have been submitted to and approved in writing by the local planning authority. This must include details of the appropriate and



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adequate space and infrastructure to allow for the separate storage of recyclable waste materials.

The management of waste during occupation must be aligned with the principles of the waste hierarchy and not prejudice the local collection authority's ability to meet its waste management targets.

All details shall be fully implemented as approved unless the local planning authority gives prior written permission for any variation.

Reason: To ensure the effective implementation of waste minimisation and resource efficiency measures in accordance with adopted Gloucestershire Waste Core Strategy: Core Policy WCS2 – Waste Reduction

14. **Highways – passing bays**

The Phase 1 buildings hereby approved shall not be occupied until appropriate passing bays and signage have been provided along Gypsy Lane in accordance with the submitted plans 22-0896-RAP-XX-DR-TP-6001 and 22-0896-RAP-XX-XX-DR-TP-6002, and those facilities shall be maintained available for those purposes thereafter.

Reason: To ensure that a safe, suitable and secure means of access for all people that minimises the scope for conflict between traffic and cyclists and pedestrians is provided in accordance with the paragraphs 114 and 116 of the National Planning Policy Framework.

15. **Highways – junction improvements**

The Phase 1 buildings hereby permitted shall not be occupied until highway improvements at the Cirencester Road/Gypsy Lane junction and proposed widening of Gypsy Lane have been completed in accordance with the submitted plan 22-0896-RAP-XX-XX-DR-TP-3200, and those facilities shall be maintained available for those purposes thereafter.

Reason: To ensure that a safe, suitable and secure means of access for all people that minimises the scope for conflict between traffic and cyclists and pedestrians is provided in accordance with the paragraphs 114 and 116 of the National Planning Policy Framework.

16. **Highways – cycle parking**

The Phase 3 buildings hereby permitted shall not be occupied until cycle storage facilities to accommodate a total of 27 bicycles shown on P01003-C (Proposed Site Plan) have been made available for use, and those facilities shall be maintained for the duration of the development.

Reason: To give priority to cycle movements by ensuring that adequate cycle parking is provided, to promote cycle use and to ensure that the appropriate opportunities for sustainable transport modes have been



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taken up in accordance with paragraph 114 of the National Planning Policy Framework.

17. **Highways – parking and unloading**

The vehicular parking [and turning] [and loading/unloading] facilities associated with each Phase of the development hereby approved shall be provided prior to the occupation of each Phase in accordance with the details shown on submitted plan P01003-C (Proposed Site Plan), and those facilities shall be maintained available for those purposes thereafter.

Reason: To ensure that a safe, suitable and secure means of access for all people that minimises the scope for conflict between traffic and cyclists and pedestrians is provided in accordance with the paragraphs 114 and 116 of the National Planning Policy Framework.

18. **Highways – EV charging points**

Phase 1 of the development hereby permitted shall not be occupied until electric vehicle charging facilities have been installed within 10 car parking spaces in accordance with the details shown on P01003-C (Proposed Site Plan).

Phase 3 of the development hereby permitted shall not be occupied until electric vehicle charging facilities have been installed within 5 car parking spaces in accordance with the details shown on P01003-C (Proposed Site Plan).

The facilities shall be maintained available for those purposes thereafter unless replaced or upgraded to an equal or higher specification.

Reason: To promote sustainable travel and healthy communities

19. **Highways – Construction Management**

Throughout the construction [and demolition] period of the development hereby permitted provision shall be within the site that is sufficient to accommodate the likely demand generated for the following:

- I. parking of vehicles of site operatives and visitors;
- II. loading and unloading of plant and materials;
- III. storage of plant and materials used in constructing the development;
- IV. provide for wheel washing facilities and dust suppression

Reason: To reduce the potential impact on the public highway and accommodate the efficient delivery of goods in accordance with paragraph 116 of the National Planning Policy Framework.



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20. **Travel Plan (include annual reporting 10 years)**

Notwithstanding the submitted Travel Plan (TP), prior to first occupation of the development hereby approved a revised TP shall be submitted and approved to the Local Planning Authority. The revised TP shall include a 10-year monitoring period and details of how the TP shall be monitored. The approved TP shall then be implemented in accordance with the details and timetable therein. It shall be continued thereafter and shall be monitored for a period of 10 years from first occupation of Phase 3, unless otherwise agreed by the Local Planning Authority.

Reason: To reduce vehicle movements and promote sustainable modes of travel and to accord with Policies EI12 and CP13 of the Stroud District Local Plan (adopted) November 2015.

21. **Noise – Plant**

Prior to the installation of any external plant or equipment, details of the specification and noise rating levels (including cumulatively with all other plant and equipment) shall be submitted to and approved by the Local Planning Authority. Noise Rating Levels shall be determined in accordance with the methodology set out in BS 4142:2014+A1:2019 - "Methods for rating and assessing industrial and commercial sound." The plant shall be installed in accordance with the approved details and maintained as such for the lifetime of the development.

Reason: In the interest of the residential amenity of the occupants of neighbouring residential properties in this rural location and to accord with policy ES3 of the Stroud District Local Plan (adopted) November 2015.

22. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and/or re-enacting that Order) the premises shall only be used for the purposes specified in the application and for no other purpose (including any other purpose in Class Eg on the Schedule to the Town and Country Planning (Use Classes) Order 1987 or any provision equivalent to that

Class in any Statutory Instrument revoking and/or re-enacting that Order).

Reason: This use only is permitted and other uses, either within the same Use Class, or permitted by the Town and Country Planning (GPD) Order 2015 are not acceptable to the Local Planning Authority in this location because the development has been demonstrated as being exceptional in a protected landscape on an existing employment site within the open countryside.



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Informatives:

1. ARTICLE 35 (2) STATEMENT - The case officer contacted the applicant/agent and negotiated changes to the design that have enhanced the overall scheme.
2. Please note that if consent is granted, the applicants are informed that this does not absolve them from complying with the relevant law protecting species, including obtaining and complying with the terms and conditions of any licenses required. All bat species are protected under the Conservation of Habitats and Species Regulations 2017 (as amended) and the Wildlife and Countryside Act 1981 (as amended). Legal protection covers bats and elements of their habitats. A European Protected Species licence is required in order to allow prohibited activities, such as disturbing bats or damaging their breeding sites or resting places, for the purposes of this development.
3. The development hereby approved includes the carrying out of work on the adopted highway. You are advised that before undertaking work on the adopted highway you must enter into a highway agreement under Section 278 of the Highways Act 1980 with the County Council, which would specify the works and the terms and conditions under which they are to be carried out.

Contact the Highway Authority's Legal Agreements Development Management Team at highwaylegalagreements@gloucestershire.gov.uk allowing sufficient time for the preparation and signing of the Agreement. You will be required to pay fees to cover the Council's costs in undertaking the following actions:

Drafting the Agreement
A Monitoring Fee
Approving the highway details
Inspecting the highway works

Planning permission is not permission to work in the highway. A Highway Agreement under Section 278 of the Highways Act 1980 must be completed, the bond secured and the Highway Authority's technical approval and inspection fees paid before any drawings will be considered and approved.

4. The development hereby approved and any associated highway works required, is likely to impact on the operation of the highway network during its construction (and any demolition required). You are advised to contact the Highway Authorities Network Management Team at Network&TrafficManagement@gloucestershire.gov.uk before undertaking any work, to discuss any temporary traffic management measures required, such as footway, Public Right of Way, carriageway



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closures or temporary parking restrictions a minimum of eight weeks prior to any activity on site to enable Temporary Traffic Regulation Orders to be prepared and a programme of Temporary Traffic Management measures to be agreed.